

FLIGHT JACKET

Vol. 7, No. 35

Marine Corps Air Station Miramar, Calif.

Sept. 16, 2005

Marines work tirelessly to aid Katrina victims

Story compiled by CPAO

MCAS Miramar

In the midst of rugged deployments to Iraq and Afghanistan in support of the Global War on Terror, and even as the nation paused in tribute to those lost in the attacks of Sept. 11, 2001, Marines and Sailors from across the country continue to work tirelessly in the massive relief effort in New Orleans.

As America's premier force in readiness, Marines and Sailors from the 2nd Marine Expeditionary Force and 24th Marine Expeditionary Unit based at North Carolina's Camp Lejeune; Marine Heavy Helicopter Squadron 461 from Marine Corps Air Station New River, N.C.; 1st Marine Expeditionary Force and 11th Marine Expeditionary Unit, Camp Pendleton, Calif.; Marine Aerial Refueler Transport Squadron 352 from Marine Corps Air Station Miramar in San Diego, Calif.; and various other personnel from units like the 4th Marine Division have brought their equipment, expertise, and most importantly their wills to do whatever they can for their fellow Americans to the epicenter of Katrina's destruction.

Although initial damage from the actual hurricane was less than anticipated, the relentless rain and powerful wind from the storm caused several of the city's levees to break, sending a tidal wave of water into many parts of the surrounding area, completely submerging cars and houses and destroying many buildings, bridges, power lines and other structures.

Marines used canoes pulled from trees and planks of wood for paddles to navigate the submerged city, much of which was not traversable by foot. But the canoes provided only limited rescue and support capabilities.

Enter the Marine Corps assault amphibian vehicle. "We provide a unique capability to ongoing search and rescue efforts," said Maj. Henry June Jr., inspector instructor for Company B, 4th Assault Amphibian Battalion, 4th Marine Division, a reserve unit based out of Jacksonville, Fla. "It's very difficult for wheeled vehicles to get to the parts of the city we have been searching. We are the only tracked vehicle that can float, and that allows us to maneuver to hard-to-reach areas and disembark infan-

try to search."

Because the hurricane left many stranded in difficult-to-reach locales without basic essentials like food and water, aerial lift assets like Marine helicopters and KC-130 transport aircraft have been critical.

In one of many unpublicized acts of heroism, a crew of "Blue Knights" from Marine Medium Helicopter Squadron 365, Marine Aircraft Group 29, 2nd Marine Aircraft Wing, became knights in shining armor when they rescued a group of New Orleans residents, including a one-year-old child, from a downtown building that had been surrounded by the floodwaters.

Sergeant R. Jason Dagenhart, avionics technician and rescue swimmer, HMM-365, recounted his actions after seeing a man in the chaos below making the "international baby symbol" by rocking his cradled hands back and forth.

"We tried to land, but there was too much debris," he said. "So I went down on the hoist while the helicopter hovered at about 75 feet off the ground. I went inside, found the mother and father and their baby, and then had to come up with a game plan to get them all out."

After rigging a parachute bag to the aircraft's motorized hoist, Dagenhart lifted each of the stranded residents away in turn.

Equally, much needed supplies continue to be flown in regularly to staging areas amid the disaster. The operation's first day saw Marines deliver some 80,000 pounds of food, water, ice and other humanitarian-assistance supplies. After a full week of Marine operations in the area, that figure stood at more than 650,000 pounds.

The 11th MEU had the unique opportunity to witness the caring and generosity of foreign military units as they were aided in their efforts in D'Iberville, Miss., by sailors from the Dutch Navy and Mexican Marine Corps.

The Dutch sailors were en route back to Holland after completing operations in Aruba. On their way home, the 187 sailors made a stop on the Gulf Coast to aid the relief effort.

"We were in the neighborhood and were asked by the U.S. if we could help," said Dutch Navy Lt. W. Lublink, head of the Dutch Navy relief operations. "I was glad that America asked us to help."



Second Lieutenant Keeton R. Easley, platoon commander, Company B, 1st Battalion, 8th Marine Regiment, 1st Marine Division, lowers a stranded pup into an assault amphibian vehicle during a search and rescue mission Sept. 8 in Orleans Parish. The puppy was turned over to an area humane society for veterinary treatment. Photo by Cpl. Rocco DeFilippis

The relief effort marks the first time in more than a century that the Mexican military has set foot into the United States, and the second time in history it has crossed its border to assist another nation during a

natural disaster, said Mexican Marine Lt. Ruben Oyarvide Pedrero, head of Mexican Marines' Katrina relief operations. The last

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Inside

Weekend forecast from Miramar's weather station



74°/57°
Today



74°/58°
Saturday



74°/57°
Sunday

Miramar relic
reminder
of early
air show
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'Vikings'
wear their
history
Page 9



2005 CFC kicks off

Story by Cpl. T.D. Smith

MCAS Miramar Combat Correspondent

Miramar's Bob Hope Theater set the stage Wednesday for the official kick off to 2005's Combined Federal Campaign.

Senior officers and staff noncommissioned officers attended the event to ensure high visibility of the program, as the importance of charity has become even more prominent due to recent disasters.

The event featured guest speaker retired Navy Capt. Charles D. Carey, associate director of the Combined Federal Campaign. Carey also works for the United Way.

In 2004's CFC, Marine Corps Air Station Miramar supported charitable organizations by raising \$288,317.90.

This year's drive, which extends to Dec. 19, aims to increase troop contact and may prove to exceed last year's numbers.

Despite frequent deployments and high operational tempo, the swift start up of this year's CFC is an effort to obtain 100 percent notification to the troops about what they can do to help the community and specifically those in need.

"Many Marines have had someone - if not in their family then someone they know - who has been affected by an illness or disaster, and the CFC has been there for them. This year's campaign gives Marines the opportunity to give back," said Gunnery Sgt. Cornell Brown, CFC loan executive, Marine Fighter Attack Squadron 323, Marine Aircraft Group 11, 3rd Marine Aircraft Wing.

Some programs that Marines and Sailors learned of were charitable organizations certified by the CFC and identified by the Federal Emergency Management Agency to support Hurricane Katrina relief efforts.

The CFC's mission is "to support and promote philanthropy through a program that is employee-focused, is cost efficient, is cost effective and provides federal employees the opportunity to improve the quality of life for all," according to the CFC Web site.

Every organization is thoroughly screened. An agency's eligibility for being listed with the CFC is based on 16 specific requirements. The money goes directly to the program of the Marine or Sailor's choice. The CFC is annually audited by an independent Certified Public Accountant firm to endure fiscal accuracy, propriety and compliance with regulations. Pledges are tracked directly from the pledge card to the agency.

For more information, visit www.omp.gov/cfc/.



Is this your Trans Am?

The above vehicle has been marked for impound by the Provost Marshal's Office. To avoid having the vehicle towed, please store it in the Marine Corps Community Services or Traffic Management Office lots.

Abandoned vehicles at Marine Corps Air Station Miramar present security risks as well as environmental and safety concerns. PMO attempts to identify and contact vehicle owners of illegally parked, abandoned vehicles prior to tagging the vehicle with a Department of Defense notice. Vehicles are then scheduled for towing three days following the notice.

For more information, please call 577-1276 or 577-4150.

Servicemembers' Group Life Insurance increases

Story by Sgt. J.L. Zimmer III

MCAS Miramar Combat Correspondent

The Department of Defense announced an increase in the Servicemembers' Group Life Insurance coverage Aug. 30.

The increase allows a maximum coverage of \$400,000, an increase of \$150,000.

The rate remains \$3.25 per \$50,000 of coverage and the change took effect Sept. 1., according to www.insurance.va.gov.

Marine Corps Air Station Miramar personnel must visit their administration section to decline the automatic increase before Sept. 30.

"There is a schedule broken down by the sections," said Gunnery Sgt. Sarah Hernandez, administration chief, MCAS Miramar. "We have the schedule to expedite the Marines coming in to decline the increase."

Sergeant Cecilio Garcia, personnel records staff noncommissioned officer-in-charge, MCAS

Miramar, ensured Marines that regardless of coverage amount wanted, they will have a choice.

"If the Marine doesn't want to raise the coverage amount, they don't have to," said Garcia, a 23-year-old Temecula, Calif., native. "I don't think that many Marines will mind the increase because it's extra coverage in case something happens."

Representative Duncan Hunter, chairman of the House Armed Services Committee, was one of the drafters of the bill that brought about the increase.

"Nobody knows better than Mr. Hunter that servicemembers must be compensated because they are the ones with their boots on the ground," said Joe Kasper, spokesman for Hunter. "He was an (Army) Ranger and has a son who has served two combat tours (overseas). He sees that men and women in uniform should get what they deserve."

The money to pay for the increase is part of the Emergency Supplemental Appropriations Act for Defense, the Global War on Terror and Tsunami Relief 2005 and was made a law in May.

To report fraud, waste or abuse, call (858) 577-1245 and please include a description of the abuse, the original source of the incident, any proof of evidence, location, date and time.

MIRAMARKS

"What is the importance of the SGLI increase to \$400,000?"

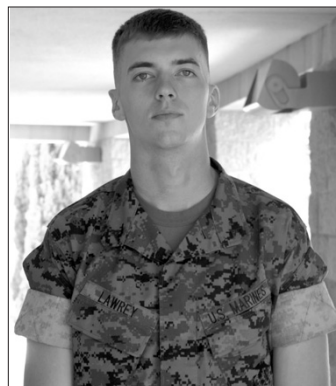
CPL. ADAM WESTMORLAND
Aviation Life Support Technician
VMFAT-101

"It is especially important if you have a wife and kids. You can better ensure their quality of life is taken care of, even if it does cost an extra \$26 a month."



LANCE CPL. RYAN LAWREY
Supply Clerk
H&HS

"If something happens to you at least you know your family will be taken care of."



FLIGHT JACKET

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Layout

Career Fair highlights job opportunities

Story by Pfc. Robert W. Beaver

MCAS Miramar Combat Correspondent

A career fair, which is held three times a year, was held Sept. 7 at the Officers' Club at Marine Corps Air Station Miramar to provide military retirees, family members and Marines getting out of the service with educational or employment opportunities.

The career fair holds greater importance to Marines getting out of the service because it can be difficult to find work. The fair gives Marines a starting point when they search for employment.

"It's hard to find a job, but when you have the employers here on location, the Marines have a greater opportunity to get one," said Ben M. Schlottman, career resource center relocation manager, Marine Corps Community Services, Marine Corps Air Station Miramar. "It's easy access for them to find jobs, and it has been very helpful to our Marines."

Marines have a better chance of getting employed when attending the career fair, because they can acquire contacts or leads with prospective companies.

"Our goal is to provide leads for jobs so military personnel transitioning from the service will already have some contacts," said Ben M. Angeles, career resource specialist, MCCS.

Contacts and leads with various companies are helpful to Marines, because it gives them a starting point when looking for a job outside the military.

"It's important for Marines to come here because this is a one-stop shop," said Schlottman. "The fair provided Marines with an opportunity to meet and greet potential employers."

Vendors attending the career fair made it easy for Marines to find information on employment opportunities.

"This is a tool provided by us to help Marines transitioning from the military to decide what they want to do with their lives," said Angeles, a Cavite, Philippines, native.

The career fair gives Marines an idea of the various employment opportunities available for them after they get out of the Marine Corps such as law enforcement, engineering and positions with federal agencies.

Several representatives from companies or colleges gather at a centralized area to educate Marines of possible employment opportunities or education benefits.

This is convenient for Marines because it saves them time in their search for employment.

"This is a great opportunity to be used as a learning skill," said Schlottman.

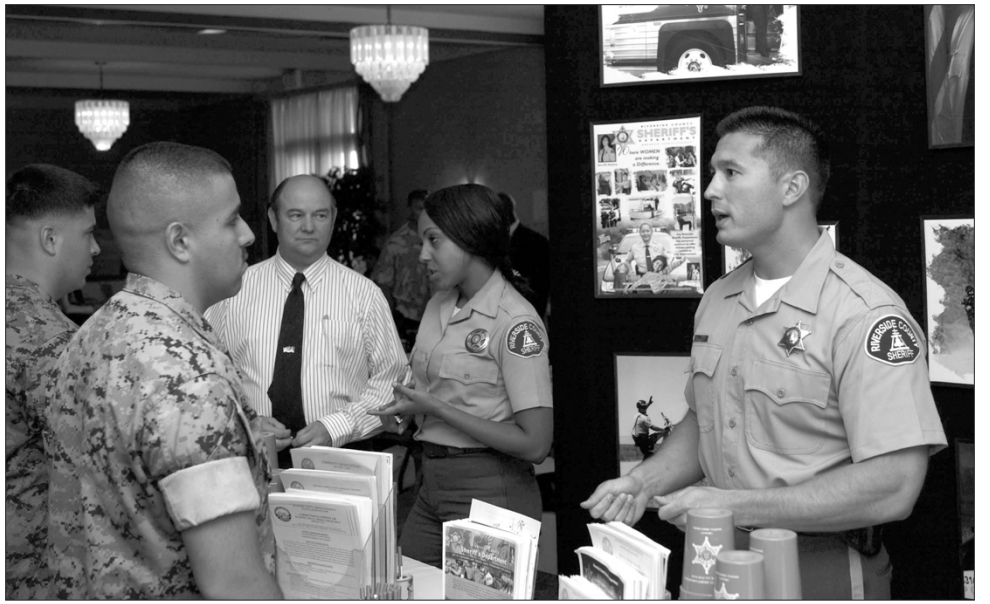
The career field helps Marines with interviewing techniques such as how to "dress for success," and what to say or ask an employer during an interview.

Some companies prefer to hire prior military, because they know how reliable they are.

"The Marines are already squared away, and most of them have a good background so we know they're a good pool to hire from," said Adriana Sanchez, police officer, Los Angeles Police Department.

Law enforcement is similar to the military, because they have some of the same traits. Law enforcement agencies want disciplined people who are capable in stressful environments.

"When employers give a Marine a mission, they trust the Marine knows how to handle the mission and get the job done," said Schlottman.



Marines talk about career opportunities with San Bernardino Sheriff's Department representatives at a career fair held Sept. 7, at the Officers' Club at Marine Corps Air Station Miramar. Law enforcement agencies want Marines because they can work in stressful environments and are capable of getting the job done. *Photo by Pfc. Robert W. Beaver*

Wife of HMM-161 Marine aids Katrina victims

Story by Sgt. J.L. Zimmer III

MCAS Miramar Combat Correspondent

Hurricane Katrina's devastation has reached far and wide, and once again Americans are exhibiting their caring nature with donations of food, water and money to the flood-ravaged area.

Heather Sperry, wife of Sgt. Michael A. Sperry, a deployed Marine with Marine Medium Helicopter Squadron 161, Marine Aircraft Group 16, 3rd Marine Aircraft Wing, has reached her hand out – all the way from her job at a trucking company – to the parking lot at the Marine Corps Air Station Miramar Commissary.

Sperry has coordinated to have supplies sent to Texas to help with the hurricane relief. A donation drive is scheduled for Saturday and Sunday in the Miramar Commissary parking lot from 10 a.m. to 7 p.m.

She said the emotional toll it has taken on families hit hardest by the hurricane is what gave her the idea to try and do something.

"I was watching a television show, and I was seeing mothers with their babies dying in their arms," Sperry, a 32-year-old Southport, N.C., native said. "After that I couldn't sleep until I figured out a way I could help with that situation."

Heather added that the main goal is to help as many stricken families as possible, but families with children should be the priority.

"Anything you can find down the baby aisle in a store would be ideal, and we are planning on filling up the truck if we can," Heather said. "The vehicle is going to be a 53-foot truck or 48-foot van because we plan on putting a lot of boxes in the back of it."

Sperry's employer, Miramar Transportation, is supplying the vehicle and driver.

The mother of three added she is doing all the coordination, but she is getting ideas from her boss whenever she needs it. "We are going to have to pay for the mileage for the truck through one agent and fuel for the truck through the other, depending on who we use."

She added that delivering the goods



Heather Sperry, wife of Sgt. Michael A. Sperry, a deployed Marine with Marine Medium Helicopter Squadron 161, Marine Aircraft Group 16, 3rd Marine Aircraft Wing, stands next to a trailer at Naval Air Station North Island, Calif., Sept. 14 that she intends to have filled with donations for Hurricane Katrina victims. Sperry has coordinated to have supplies sent to Texas to help with the hurricane relief effort. A donation drive is scheduled for Saturday and Sunday in the Miramar Commissary parking lot from 10 a.m. to 7 p.m. Photo by Lance Cpl. James B. Hoke

should cost no more than about \$2,400.

Heather, a part-time student, has taken time to coordinate most of the logistical angles of the endeavor, but may need help from the Miramar community.

"We are looking for volunteers from the start of the drive until the commissary closes," she added.

As a native of an area of the country frequented by hurricanes, Sperry added that her childhood memories allow her to empathize with the families' struggles.

"My youngest is two," she said. "I was seeing some of these babies my child's age walking around in the water with no diapers on, and it really hit close to me.

"I have a strong maternal instinct, and I can empathize with them," she continued. "All this has taken a very heavy burden on my heart."

Sperry said her children are going to take part in the donation effort to show them not everyone has a good life all the time.

"I plan on taking them out with me for a couple of hours to show them that there are people who care about others in the world," she said. "The only thing that is keeping me here is I have three kids and my husband is deployed."

Growing up, Sperry witnessed the devastation a Category 3 hurricane can inflict,

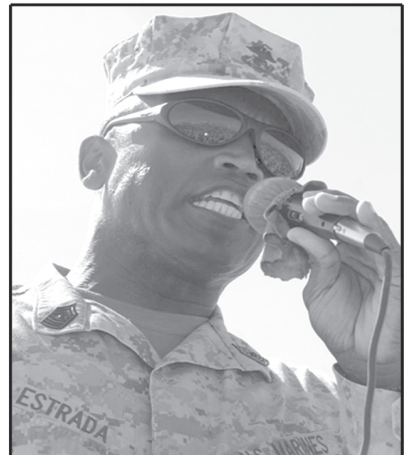
but nothing like the wrath of Hurricane Katrina's 170 mile-per-hour winds.

"I have seen a car placed on a wall two feet wide," she said. "I know what these people are going through from experience. I (was) without power for two weeks in 1989, so I know what they are going through."

Heather has a hard time putting all her emotions into words, so she tries to put herself in their shoes.

"The only way I can describe all this is feeling like I was that person and feeling the hurt that they feel," she said. "All this is going to be for the babies and the toddlers."

SHARE YOUR EXPERIENCES!



MCAS Miramar needs servicemembers from all ranks, occupations, experiences, backgrounds and upbringings to participate in the Guest Speaker Program. If you are interested, call the Community Relations Department at (858) 577-4333.

An appreciative audience awaits



A KC-130J with Marine Aerial Refueler Transport Squadron 352, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, rests in front of the squadron's hangar on the flight line July 19 at Marine Corps Air Station Miramar. The KC-130J is replacing the aging fleet of the older model KC-130F, and 3rd MAW is expected to receive a full replacement before the end of 2006. *Photo by Cpl. Paul Leicht*

New 'Hercules' slowly replacing Corps' inventory

Story by Sgt. J.L. Zimmer III

MCAS Miramar Combat Correspondent

The C-130 "Hercules" is one of the oldest but most reliable aircraft in the Marine Corps fleet of fixed-wing machines, and in the fall of 2004, Marine Aerial Refueler Transport Squadron 352 received the newest model of the aircraft.

Since the new KC-130J model is replacing all the older, outdated legacy models, the "Raiders" of VMGR-352, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, no longer have a need for the aging "F" model, which has been used by the Marine Corps since 1962.

When plans were drawn up to introduce the new model, Headquarters Marine Corps also had plans on where the older models would be transferred.

According to Maj. Tony S. Barnes, KC-130J Miramar Introduction Team officer-in-charge, VMGR-352, the individual squadrons had no say in where the older aircraft were transferred.

"There was a plan decided at Headquarters Marine Corps to where the planes would go, we just executed those plans," Barnes said.

One destination for the aging giant of aviation is an aircraft graveyard, or a war reserve, where the planes will await activation during a national crisis or be destroyed after a period of time.

Barnes added that the war reserve acts as storage for the aircraft.

"Wartime reserves with aircraft are just like mothballing ships," said Barnes. "The aircraft are there in case they need to be put back into service."

Another method of gaining the most out of the legacy model is an aircraft transfer within squadrons.

VMGR-152, based out of Iwakuni, Japan, has already received older C-130s to replace their aging fleet. This squadron is last on the list of active duty units to receive the new model.

During the aircrafts' stay in Japan, they will still perform duties of cargo and troop transport and mid-air re-

fueling, until they are replaced by the J model.

Another squadron to receive the legacy is VX-20, a training unit in Patuxent River, Md.

"The aircraft in (Patuxent) River will help with the refueling missions for the Joint Strike Fighter," Barnes, a 37-year-old Pensacola, Fla., native added. "We are scheduled to make that transfer in the future."

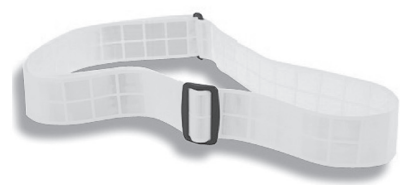
Barnes said that after all transfers are complete, the squadron will be fully mission capable by October of 2006.

"By 2006 we should have all 12 aircraft, a full squadron with more capability for the (Marine Expeditionary Force)," Barnes added.

Barnes said that the process of switching out the old aircraft and training and receiving the new model has not been an easy task.

"We transition into a new aircraft (about) every 30 years," he said. "It's going to be hard no matter what. Couple the training with supporting a war and it's going to be hard. Not impossible, but hard."

Get Noticed by Motorists...



NOT BY PMO

MARINE CORPS ORDER 5100.19E STATES:

"During periods of reduced visibility, and before morning colors and after evening colors, personnel shall wear retro-reflective clothing, vest or belt when conducting physical training or exercising on or near roadways."

It's not just a good idea
IT'S THE LAW



Ken E. Wright, manager, Consolidated Issue Facility, Marine Corps Air Station Miramar, checks gear for Staff Sgt. Byron R. Loman, logistics chief, Marine Wing Communications Squadron 38, Marine Air Control Group 38, 3rd Marine Aircraft Wing, at MCAS Miramar Sept. 7. The CIF is responsible for issuing Marines their basic gear from helmets to first aid kits for training and deployment. *Photo by Lance Cpl. James B. Hoke*

Marines gear-up at CIF



Sergeant Michael C. Bailey, linguist, Marine Tactical Air Control Squadron 38, Marine Air Control Group 38, 3rd Marine Aircraft Wing, checks an interceptor vest for flaws at the Consolidated Issue Facility on Marine Corps Air Station Miramar Sept. 7. *Photo by Lance Cpl. James B. Hoke*

Story by **Lance Cpl. James B. Hoke**

MCAS Miramar Combat Correspondent

Gear is always a major concern for Marines, as it is one of the life-saving factors in combat zones that they find themselves in again and again.

The Consolidated Issue Facility on Marine Corps Air Station Miramar is responsible for equipping Marines and Sailors with the best gear available.

"We support over 9,000 Marines and Sailors on this station," said Mariano F. Lopez, assistant manager, CIF. "Our primary mission is to give them the gear they rate and need in a timely fashion."

According to Ken E. Wright, manager, CIF, gear is issued in accordance with individual unit requirements and tables of equipment.

"There is a kit set up for every unit," said Wright. "Mainly, everyone has the same kit, except station personnel."

"Station, not being deployable, gets a smaller kit, which is mostly the rifle range gear and consists of about 15 items," the Topeka, Kan., native, added. "All of the units deploying basically get all of the new gear. Any new gear that is being phased in will be issued out to any Marine and any unit that is deploying."

Marine Corps gear is constantly being upgraded and improved to provide Marines with more safety and better comfort.

"We still have a lot of the last generation gear," said Wright. "However, we now have the new lightweight helmet replacing the Kevlar. We have the (Improved Load Bearing Equipment) packs replacing the (Modular Lightweight Load Carrying Equipment) and (All-purpose Lightweight Individual Carrying Equipment) packs. We have new digital Gortex, first aid

kits, gloves and fleece. We also issue (Small Arms Protective Inserts) out to military personnel now."

According to Lopez, CIF is also responsible for the accountability of all the gear it has in its possession.

"All of our gear is controlled through 1st Marine Expeditionary Force, so what happens if a Marine loses or destroys their gear is they will have the option of either purchasing their gear, going through a missing gear statement or voluntarily paying for the missing gear," said Lopez, a San Marcos, Calif., native. "If the Marine had some gear that was destroyed overseas or lost due to a combat environment, we usually let the commander make the call whether the Marine needs to pay for the gear or fill out a missing gear statement. We have control of all of the gear, but the commander still tells us what to do."

With four CIF's on the West Coast, shortage of gear is never a problem.

"There is a CIF in Yuma, Ariz., one here, and two at Camp Pendleton," said Wright. "Camp Pendleton is our main hub. Whatever gear we need, they make sure it comes directly to us. If we ever do get short on gear, we start pulling from the CIFs in our region. We are always keeping an eye on gear."

Although supplying all of the Marines currently stationed on MCAS Miramar can be a daunting task, the CIF stays focused on getting the needed gear to Marines as quickly as possible.

"Our main concern is to get deploying Marines their gear," said Wright. "We have to make sure that they get the gear they need and rate."

The CIF is located in Building 6001 and is open Monday through Friday from 7 a.m. to 5 p.m.

For more information, call (858) 577-6893.

Feature

KATRINA

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time was during the Indonesian tsunami in 2004.

“When the tsunami hit last year, we aided by handing out food and water. Here, we are physically working and helping to rebuild things that have been destroyed,” said Pedrero. “We train for these particular missions back in Mexico. We are always prepared to assist those in need of help.”

While focusing on the rescue mission as long as necessary, Marines have begun to expand their relief efforts, cleaning and rebuilding the infrastructure of the stricken areas.

Though shaken by the hurricane’s devastation, the determination of Marines like Col. John Shook, commander of the Marine task force operating in St. Bernard Parish remains indomitable. Of all those who need aid, “They will be treated as if they were family,” he said. “Because in a sense they are. They’re fellow Americans.”



Assault amphibian vehicles and infantrymen serving with Special Purpose Marine Air Ground Task Force Katrina travel down the decimated streets of Orleans Parish Sept. 8 conducting search and rescue operations. Some communities in the parish were, at one point, under more than 10 feet of water. *Photo by Cpl. Rocco DeFilippis*



Using a “Jim Boat” pulled from a tree and make shift paddles, Cpl. Kyle E. Gaubert and Lance Cpl. Brandon K. Burleigh, riflemen, Company B, 1st Battalion, 8th Marine Regiment, 1st Marine Division, cross a small canal Sept. 10 in order to search homes unreachable by foot. The Marines of Company B's 1st Platoon were the first on the ground to search the remote community in St. Bernard Parish. *Photo by Cpl. Rocco DeFilippis*

Miramar's 1953 air show sets tone for success

Story by Lance Cpl. James B. Hoke

MCAS Miramar Combat Correspondent

On November 22, 1953, then Naval Air Station Miramar hosted its first large-scale military air show. Planners expected upwards of 100,000 attendees.

Public response was enthusiastic. More than 300,000 ultimately showed up to participate in what has become one of the most successful and lauded aerial demonstrations of its time.

Commemorating a half-century of powered flight from the Wright brothers' first flight at Kitty Hawk, N.C., in 1903, many 1953 Miramar Air Show attendees remarked that the event was truly a special occasion.

"It was the most thrilling and spectacular event we have ever seen," said one member of the San Diego community in a news story following the event. "The response from the people of San Diego will help in making Miramar a permanent air base."

The 1953 air show also featured what has become a frequent and favored attraction for military air shows across the nation and the world: the Navy Flight Demonstration Squadron, the Blue Angels, who first performed for audiences in 1946 to showcase Naval aviation.

The Blue Angels first flew F6F Hellcats before transitioning to F8F Bearcats in 1946, accord to the team's Web site, www.blueangels.navy.mil. During the 1950s, the team again made a transition, this time to jet-powered aircraft.

In 1953, the "Blues" team flew the improved F9F-5 Panther, now a relic of jet-powered Naval aviation.

Today, Miramar is home to an F9F-5 now on display at the Flying Leatherneck Historical Foundation and Aviation Museum.

"It was one of the more dependable fighters of its time," said Walter F. Gebel, volunteer, Flying Leatherneck



An improved Grumman F9F-5 Panther sits inside a warehouse on Marine Corps Air Station Miramar Sept. 8, waiting to be cleaned in preparation for the upcoming air show. The Phantom was once flown by the Navy Flight Demonstration Squadron, The Blue Angels, in the first large-scale air show aboard then Naval Air Station Miramar in 1953. Photo by Lance Cpl. James B. Hoke

Museum, Marine Corps Air Station Miramar. "Jets were just beginning to gain popularity during that time. It is a singular beautiful thing to see a jet like this preserved after all of these years."

Other attractions from the historical event included a fly over from an entire Navy carrier air group, as well as remarkable performances from an F7U Cutlass batwing interceptor, a B-47

Stratojet, F-86 Sabrejets, an F-94 Starfire interceptor, an F-89 Scorpion all-weather fighter and Marines from MCAS El Toro, Calif., staging an assault from the air by helicopter.

After 1953, Miramar's next air show event was Oct. 29, 1955. It was also a large event that proved to be highly successful. During the 1960s and early 1970s, Miramar's air show was sparsely

held due to the Vietnam War, seeing annual aerial demonstration events in the years 1962, 1965, 1969, 1970-71 and 1974.

Since 1974, when the Blue Angels began performing in the A-4F Skyhawk, Miramar has hosted an annual air show almost without interruption, with the only cancellation being in Oct. 2001 following the Sept. 11 attacks.

The Grumman F9F Panther



Type: Navy and Marine Corps carrier-based fighter

Crew: Pilot only

Power Plant: One 6,250 pound Pratt & Whitney J48-P-6A turbojet

Dimensions: Span, 38 feet; length, 38 feet 10 inches; height, 12 feet 3 inches; wing area, 250 square feet

Weight: Empty, 10,147 pounds; gross, 18,721 pounds

Performance: Maximum speed 579 miles per hour at 5,000 feet; cruising speed 481 miles per hour; initial climb 5,090 feet per minute; service ceiling 42,800 feet; range 1,300 miles

Armament: Four fixed forward-firing 20mm guns

‘Vikings’ employ history as important tool

Story by Cpl. T.D. Smith

MCAS Miramar Combat Correspondent

The Vikings of Marine All Weather Fighter Attack Squadron 225, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, share a warrior’s legacy with the fierce Norse fighter, for which their nickname the Vikings comes from.

The traditions and experience that VMFA(AW)-225 share with the historical Germanic combatants live on in the operations of the squadron today.

“Historically (the Viking name) has significance because Vikings have always been warriors, and we stay true to the namesake by taking the fight out there when we need to,” said Maj. Che Bolden, weapons systems officer, VMFA (AW)-225.

Throughout history, Marines have accomplished many monumental tasks, and the experience has been passed down either orally or by documentation through generations of other Marines.

“Marine and unit history and tradition is something that we take a lot of pride in. We teach it at boot camp, officer candidate school and we perpetuate it through the ranks,” said Bolden.

According to Bolden, Marine history isn’t the only source of information used by the Vikings and their pilots. Bolden himself learned from a historical figure outside his squadron. While training with a Top Gun instructor the importance became evident.

“He (the Top Gun instructor) was a very humble guy. Some of the other instructors would reference his exploits. He had one MiG kill during the first gulf war, and he was just a really unassuming guy, so I learned the tactics,” said Bolden. “He took the basics that are taught and applied it in real world experience. So when it came from him, it had a tremendous amount of credibility.”

Bolden noted the admirable trait of humility presented by his mentor instructor and compared that with the Viking unit.

“Although the Vikings don’t see themselves different than any other squadron, there are some things they do especially

well, because they do have two people in the plane as opposed to one and being a two-seat squadron, they can think of themselves as a band of warriors going to battle like the Vikings used to do,” said Bolden

Like the proud history of the Vikings, VMFA(AW)-225’s background has proven its importance.

In a historical perspective Bolden stated, “Every Marine squadron has something that is pretty big and significant in (their) history. We personally have pride in the Vikings because that is our squadron, but you aren’t going to hear anyone say that we are better than other squadrons just because we are the Vikings, but we can have fun with the rivalry. We try not to make mistakes, but when we do we face up to them and it becomes history and we learn from it.”

The Marines of the Viking unit have distinguished themselves as a squadron and continue to do so especially in combat.

“As the first squadron on the deck in Operation Iraqi Freedom, the Vikings exceeded mission expectations,” said Bolden. “It was an awesome thing to see. We focus on what is important and try to make history as opposed to reliving the things that happened in the past.

“Twenty years from now everybody is going to look back and be extremely proud of what they took part in. We will have been a part of making an important transition, and that is what the Marine Corps has always been about. We go in harm’s way to make the world a better place,” he said.

Back home at Marine Corps Air Station Miramar, the Vikings remind themselves of their past by wearing a vintage patch as a reminder of the unit’s successful history.

“Every Friday we wear the World War II-era ‘Death Dealer’ patch which is the most menacing patch the Vikings have had. On Fridays we are reminded of the Vikings’ history. Inevitably someone will ask what the patch is and it sparks some sort of conversation. Sometimes it is friendly, and other times they are making fun of us, but we are very proud of it and we stick with it,” said Bolden.



Despite evolution in equipment and seemingly rapid changes in machinery, Marines will continue to learn from the history of Marines and units before them.

The Vikings who ravaged England centuries ago share a combatant and conqueror’s spirit with the Marines of VMFA (AW)-225 today. However, the accomplishments of modern day Marines will place them in the annals of history for tomorrow.

“Technology is always changing and there is always someone out there who is thinking there is a better way to skin the cat. However, when it comes down to it, no matter what the toys we use, our mission as a squadron stays the same,” said Bolden. “So I’d like to think we are instilling in fellow Marines and aviators how to accomplish the mission safely and effectively on a daily basis. We pass on that information through history, whether we are flying or not.”



Corporal Aaron J. Pijanowski, loadmaster, Marine Aerial Refueler Transport Squadron 352, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, secures equipment Aug. 30, to the aircraft. Loadmasters are responsible for aircraft configuration such as securing equipment or setting up seats for passengers. *Photo by Pfc. Robert W. Beaver*

Marine loadmasters see all aspects of Corps

Story by Pfc. Robert W. Beaver

MCAS Miramar Combat Correspondent

As a KC-130 Hercules flies through the air on a re-supply mission, a cargo load rests on the open ramp awaiting extraction. When the aircraft reaches the designated drop zone, the extraction chute yanks the load from the ramp just as a magician would pull a tablecloth from a table without disturbing the dish placement.

With the importance of resupply missions and other tasks a KC-130 unit faces, the loadmaster's role is vital.

According to Cpl. J. P. Humphrey, loadmaster, Marine Aerial Refueler Transport Squadron 352, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, the loadmaster is responsible for ensuring the aircraft is configured for the mission, all equipment and supplies are properly secured as well as the overall safety of the passengers.

Aerial deliveries are also a critical task performed by the

Hercules. An aerial delivery resupplies Marines on the ground with needed supplies and equipment ranging from ammunition to vehicles.

When a resupply is needed, air delivery specialists rig the equipment on a pallet.

These Marines, also referred to as parachute riggers, attach a cargo chute and an extraction chute to the load. When the load is placed on the aircraft it becomes the loadmaster's responsibility. They're responsible for ensuring all equipment is secured because if it is not, it can jeopardize the safety of the passengers and overall mission accomplishment.

"It is important that vehicles and other cargo aboard the aircraft are secure," said Cpl. Nick E. Sellman, loadmaster, VMGR-352. "If a vehicle came loose while troops were aboard, it could roll around and injure someone or damage the aircraft."

Loadmasters also act as observers for the pilots and communicate dangers such as incoming enemy ground fire or

air traffic.

"We are an extra set of eyes for the pilots," said Sellman, a Litchfield, Maine, native. "We observe anything from mid-air refueling to enemy ground fire."

"They act as observers in the air and warn pilots of threats or changing environments," said Capt. Patrick F. Tiernan, aircrew training officer, VMGR-352.

A loadmaster's role during a mid-air refueling is to track fuel offloads because the squadron pays for the fuel. They need to know how much they gave away and to whom so they can be reimbursed.

According to Humphrey, loadmasters are also responsible for tracking the amount of cargo being transported.

Many loadmasters say they love the excitement and responsibilities of their job.

"You get to see all aspects of the Marine Corps," said Humphrey. "It's a cargo plane and I'm the loadmaster. To me, this is the best job in the Marine Corps."

Briefs

Miramar Movies

The Bob Hope Theater is located in Building 2242, and will be featuring the following movies. Outside food and drinks are not permitted. For more information, call 577-4143 or log on to www.mccsmiramar.com.

Friday:
6:30 p.m. *The Bad News Bears (PG-13)
9:15 p.m. Must Love Dogs (PG-13)

Saturday:
6:30 p.m. Sky High (PG)
9:00 p.m. Stealth (PG-13)

Sunday:
1:00 p.m. *Charlie & the Chocolate Factory (PG)
6:30 p.m. *Wedding Crashers (R)

Wednesday:
6:30 p.m. The Dukes of Hazzard (PG-13)

Thursday:
2:00 p.m. Cats & Dogs (PG)
6:30 p.m. Sky High (PG)

* Indicates the last showing for that film

Drop In Child Care

Starting Monday the Marine Corps Air Station Miramar Youth Center will offer weekday drop-in child care for infants and children. The cost is \$4 per hour or \$1 per 15-minute time period used. There is a limit of 24 hours maximum per child per week. Parents must also supply comfort items and diapers. Reservations two weeks in advance may be necessary and can be made by calling the Youth Center at 577-4136.

Religious Services

The Chaplain's Office is located in Building 5632 and coordinates regularly-scheduled worship services. For the location and meeting schedules of religious activities, contact the Chaplain's Office at 577-1333.

Sunday:
9:30 a.m. Protestant worship service
11 a.m. Roman Catholic Eucharist
Wednesday:
7 p.m. Baptist service
Monday-Friday:
11:30 a.m. Roman Catholic daily mass
Jewish:
7 p.m. First Friday of the month MCRD
7:30 p.m. Last Friday at Edson Range Chapel

Grand Canyon Weekend

The Single Marine Program is hosting a Grand Canyon Weekend trip from Sept. 30 to Oct. 2, returning by 10 p.m.
The deadline to sign up is 2 p.m. Wednesday. A mandatory pre-trip meeting will be held 3 p.m. Wednesday at the Outdoor Adventure Center.
To sign up or for more information, visit the OAC or call 577-4150.

Intramural Ultimate Frisbee

The Intramural Ultimate Frisbee League's coaches meeting will be held Sept. 27 at 11:30 a.m. at the Semper Fit Center. The league begins Oct. 4 with games on Tuesdays and Thursdays at 11:15 a.m. and 12:15 p.m.
For more information call 577-1202.

Breast Cancer Walk/Run

The Marine Corps Air Station Miramar Sports Complex will host a Breast Cancer Awareness Walk/Run Oct. 6 from 11:15 a.m. to 12:15 p.m. All those interested in participating can call 577-1331 for more information.
Education Seminar
An informational education seminar will be held for all Marines and their families Thursday at the San Diego/La Jolla Marriott from 5 p.m. to 6:30 p.m.
The seminar will cover online degree programs in areas such as business management, engineering, technology and liberal arts.
For more information or to RSVP call (866) 626-7553.

Impounded Vehicles

The following vehicles have been impounded and need to be claimed by the owners. Towing fees average \$113, storage fees \$28 daily. For more information contact the Provost Marshal's Office at 577-1461.

Vehicle:	License:	Vehicle:	License:
1996 Kia Sephia	WV/DENIECE	1994 Pontiac Grand Am	CA/3STS043
1994 Nissan Maxima	TX/X26MFL	1973 Chevy Nova	TX/447CVJ
2000 Mitsubishi Galant	CA/3TQY718	1987 Toyota Celica	CA/2GUH953
1984 Chevy Corvette	CO/754JZW	1973 Datsun 240Z	CA/4RGC082
1990 Chrysler New Yorker	WI/402CPD	2001 Ford Focus	CA/5NYB483
1997 Ford Mustang	CA/3WAL501	1987 Dodge Colt	CA/2PTS599

FLIGHT JACKET CLASSIFIEDS